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SUNDAY, JUNE 14, 1914.

A girls' baseball club generally appears in good form.

Mme. Schumann-Heink has secured their divorce.

Villa called Huerta a pig. And Huerta just grunted.

It is about time for another six-day bicycle race in New York.

It pays to look pleasant, but dentists always look down in the mouth.

It appears that the mediation conference is a pleasant summer resort.

No, Jason; you are wrong. The more sloppy a skirt looks now the more fashionable it is.

Doesn't it strike you that the English suffragists ought to be burning jails instead of churches?

Lawyers believe a man should be held innocent until all the technicalities have been exhausted.

The Spaniards ought to be told that Col. Roosevelt is America's most distinguished elephant fighter.

Senator Tillman's idea seems to be to sustain the administration in whatever mistakes it may make.

Mme. Bernhardt has reached the age of sweet sixty-nine, and is coming over to tell us about it.

Still when you see a girl kissing a dog you ought to remember that the dog doesn't smoke cigarettes.

We are in favor of giving Villa plenty of rope, especially now that he has promised to hang Huerta.

T. R. is always coming back from somewhere, but we don't think he is coming back to the White House.

A Harvard professor has declared against woman suffrage. Now let us hear from Princeton and Yale.

Mr. Pinchot says he pronounces it "Pin-cho," but we don't know how many votes this will gain him in Pennsylvania.

Those Georgia judges who have been deciding against Leo Frank perhaps did not read Detective Burns' praise of himself in the newspapers.

Senator James Hamilton Lewis has decided to have himself called simply Hamilton Lewis hereafter, because of dislike of his newspaper nicknames "J. Ham" or "Jim Ham," which, aided by the celebrated "pink whiskers," elevated him to the heights of fame. The Illinois Senator has achieved such wide renown of late that soon he may be able to sacrifice even the whiskers.

Hold on there, John Bull. You have beaten our crack golfers this year, won the Panama Canal tolls prize debate and now you've grabbed a leg on the International Polo Cup, while Sir Thomas Lipton will soon be on the way over with his freakish and formidable challenger for the America's Cup. We won't begrudge you that first match in the polo tournament, but don't take any more. Too much is enough.

It was a great triumph for woman suffrage in the United States when the General Federation of Women's Clubs, in convention at Chicago yesterday, gave the cause its unqualified support in a resolution. The dispatches state that there were "tears in many eyes" when the vote was announced, though we can't imagine what there was to cry about. These prospective politicians of the fair sex ought to save their tears for some time in the future when a favorite candidate for the Presidential nomination is defeated in a national convention.

The United States government admits that, owing to the laxity of its executive authorities, the Antilla with a cargo of war munitions was cleared from an American port for Tampico. There is not much comfort in this confession for Huerta, who is in friendly negotiation with us, because his enemies, who have no part in mediation, now have the arms ready for use against him. The world is waiting and wondering whether Carranza will agree to the program adopted at Niagara Falls for the future of Mexico, in which he has had no voice. What if he refuses? Will there be a new mediation party, with Carranza invited, will the United States simply withdraw from Vera Cruz and call the incident closed, or will it fight Carranza and Villa in the interest of peace in Mexico?

President Wilson is receiving hundreds of picture post cards showing a woman seated in a cell in a West Virginia jail, where she is serving a sentence of six months for violating a strike injunction. The cards are sent to the President in the hope of influencing him to order the woman's release. The President sends them to the Department of Justice. Some weeks ago President Wilson received a large number of letters on the subject of railroad rates and these he forwarded to the Interstate Commerce Commission. This latter proceeding so outraged Senator La Follette's sense of propriety that he devoted a part of his speech, occupying 366 pages of the Congressional Record, to criticizing the President and insinuating that he was trying to influence the commission's decision. And now comes the West Virginia incident. It's a good thing there is a La Follette on the job in the Senate, and there would be no telling to what lengths the President might go. Roar again, Senator.

Political Situation.

There is a cry from Macedonia. In Iowa and Pennsylvania and elsewhere they want the President to make campaign speeches. It is up to Woodrow Wilson to save the day.

The situation is interesting. Things are admittedly going bad for the administration. Some one must explain and defend and assuredly no one can command larger audiences than the President. He will attract tremendous crowds everywhere. It is true, of course, that of the thousands who gather to see him only scores will actually hear his voice but the newspapers will carry the printed words and thus publicity will be gained. The politicians, too, put great faith in the actual presence of the President. They think he inspires confidence and creates enthusiasm and thus helps the party organization.

Meanwhile, the President has not made up his mind. Personally, nothing would please him better than an active speech-making tour. He likes to travel, to meet people and to talk. The instinct of the professor and the lecturer is in him. At the same time, he knows that the American people have a high regard for the dignity of the Presidential office. He knows that the spectacle of a President cavorting around the country in an effort to capture votes is not altogether pleasing. Being a man of high ideals, it is seriously to be questioned whether President Wilson will demean himself by going upon the stump. What he would like to do and what his better judgment tells him he ought not to do are two different things. The probability is that he will write a letter or two or he may find some opportunity to deliver a speech as the campaign draws to a close. Up to the present time he has not given much thought to the question. Congress is certain to be here until late in August, and possibly September, and then the President wants to rest. Only the belief that he, and he alone, can save the Democratic party from defeat would lead him to agree to a campaign tour. He can tell better next October whether his services are imperatively demanded.

Presidents on the Stump.

If Mr. Wilson should decide to go upon the stump he might cite more than one precedent for his action. Take the case of Andrew Johnson, for instance. The famous phrase, "swinging around the circle," originated in Johnson's time. Succeeding the martyred Lincoln, Johnson soon became involved in a dispute with his party in Congress over the treatment to be accorded the States which had seceded. Congress enacted laws and when Johnson vetoed them, passed them over his veto. In August, 1866, Mr. Johnson, attended by the members of his Cabinet, made a tour through several of the Northern and Western States, denouncing the action of Congress and appealing to the people to support him. It was the first time any President had made a campaign tour and the trip and the speeches created a sensation. The point of the story, however, is that the people at the polls repudiated the position taken by the President. Johnson could not save himself.

The truth is that with a single exception, the fact that a President has thrown himself into the breach has not seemed to impress the people favorably. The noteworthy exception was in 1868 when President McKinley made a tour of the Middle West during the pending Congressional campaign and he undoubtedly saved his party from defeat. The House was Republican by a very narrow majority—some thirteen or fifteen votes—and it was generally conceded that McKinley's presence and influence in the section in which he traveled and spoke was the saving element in the situation. It will be remembered that Champ Clark made this assertion on the floor soon after the new Congress convened and it was not denied.

Try to Avoid Campaign Tours.

As a matter of fact, Presidents try to avoid the appearance of deliberately trying to capture votes by campaign tours. It looks too much like prostituting their high office to partisan purposes.

President Harrison made a tour and delivered eighty speeches, all of them felicitous and tactful in expression and all apparently extemporaneous. The volume of his addresses stands today a model of its kind. President Cleveland also made a speech-making trip but as practically everything he said had been literally cribbed from the encyclopedias, the newspapers began to make fun of him and the tour became a joke. President McKinley went out to the Pacific Coast, speaking in nearly every city en route, but the trip had no apparent political significance. Mr. Roosevelt, while a candidate for Vice President, made a lengthy tour delivering political speeches, but after he became President his speeches were rarely partisan. As a general thing, these tours which Presidents have made have been with the ostensible purpose of meeting the people of various sections and have not been made while a campaign was in progress. If Mr. Wilson should go upon the stump he would be doing an unusual thing, but it would not be entirely without precedent.

There have been two instances where speech-making has hurt more than it has helped. One affected a would-be President and the other an actual President. The first was the famous "rum, Romanism and rebellion" utterance of one Burchard speaking in behalf of James G. Blaine in New York, which more than any other one thing led to his defeat. The other mistake was the decision of President Taft to make campaign speeches prior to the nominating convention of 1912. It is true that the bitter attacks of Roosevelt tested the patience of Taft beyond endurance but the fact remains that Taft hurt himself by leaving the White House and hurling epithets at Roosevelt from the rear platform of a railroad train. It made good headlines for the newspapers but the great mass of the American people did not like it. It is sincerely to be hoped that the spectacle will never be repeated in this country.

Plenty of Topics to Talk About.

If the President should decide to go upon the stump—and there is no doubt that the party leaders will seek to play his participation in the campaign as a desperate trump card—he may be able to clear up much of the fog that now exists in the political atmosphere.

A clear and definite statement from him as to the reasons which led him to change his mind in regard to the repeal of the Panama tolls exemption law would unquestionably help him and his party. He publicly commended exemption of American coastwise vessels in his campaign speeches in 1912 and he accepted a platform which was in accord with his declarations. He has never yet explained what circumstance or circumstances caused him to insist upon repeal. Much of the opposition manifested to repeal is undoubtedly caused by ignorance due to a lack of satisfactory information. It is in the power of the President to make a speech which will demonstrate the wisdom and patriotism of his position.

Then, too, the President's appearance on the stump would afford an opportunity to explain some mys-

terious phases of the Mexican situation. There is some curiosity, to say the least, as to why Vera Cruz should be shelled and seized, at a great sacrifice of life and property, to prevent a cargo of arms from reaching Huerta, while a ship laden with arms and ammunition for Carranza is allowed to enter Tampico with flying colors and Mexican gunboats are forbidden to interfere with the safe entry. Some explanation as to the extent which the interests which are financing Carranza are controlling the direction of affairs at Washington would also be most interesting. In fact, a dozen queries concerning recent inexplicable happenings naturally arise and their answers, if satisfactory to the American people, would go far toward helping the Democrats in the approaching campaign.

It is to be hoped that the President will go into the campaign. He likes to do the unusual thing and certainly nobody ever charged him with cowardice. He has his opportunity now to take the people into his confidence. He can add to the sum of human knowledge. He can justify his domination of Congress and can help toward re-election the Democrats who have followed him loyally, but blindly. They need his assistance. He ought to give it to them in the same ungrudging spirit which they have shown in obeying all his commands.

Safeguarding Life on the Seas.

It used to be possible to assert, without fear of contradiction, that it was safer to travel on the seas than on the land. Statistics that would pass as proof of such assertion would be difficult of compilation, and besides statistics are susceptible of arrangement to prove anything.

Without a doubt, however, the large number of marine disasters in the past few years, involving enormous loss of life, have tended to shake the public confidence in the safety of ocean travel. The sad and deplorable truth is that nearly all of them could have been prevented if rules regarding equipment and navigation had been more comprehensive and rigid and proper caution and stricter attention to duty on the part of ships' officers had been enforced.

The Titanic, Volturo, Monroe and Empress of Ireland horrors all within two years should be sufficient to arouse the maritime authorities of all nations to concerted action. Every precaution that the human brain can evolve or ingenuity devise should be compelled by laws. Ocean travel is increasing at a rapid rate as the frequent launching of a new leviathan proves and every year there are thousands more human lives to safeguard.

It is therefore gratifying to note any step of progress toward greater safety at sea, and one such step has just been taken by Secretary of Commerce Redfield in demanding more severe punishment of shipmasters whose negligence or lack of precaution is responsible for accidents, even though they may be trivial and not result in loss of life.

The safety-at-sea treaty is before the Senate for ratification and favorable action should be taken upon it promptly. Duty to humanity demands a speedy agreement among the nations and a mighty concerted effort to stop the needless sacrifice of life on the ocean, and the United States should show the way.

It Can't Be Done.

The tipping evil was the subject the other day of a heated clash between the president of the California State railroad commission and the general manager of the Pullman Car Company, during an official hearing resulting from a complaint that efficient service cannot be obtained on the company's cars without tipping the porters.

"It is up to you to stop these practices and pay your men decent wages," was the pronouncement of the railway commissioner.

"You cannot stop tipping when the public can get better service by tips; it is human nature to bid for good service," was the retort of the Pullman manager. So there they quickly arrived at a conclusion that is just as binding as a Supreme Court verdict. There are States which have enacted laws providing severe penalties for the giver and the taker of tips, and as week after their enactment they were as dead as the blue laws of New England. All they accomplished was to prove again that it is impossible to legislate out of existence a system that in varying degree prevails throughout the civilized world, and that human nature cannot be changed by statute.

Tipping is wrong economically and ethically, but the giver of a tip is not regarded as a briber and the receiver does not feel himself degraded, because tipping has become an established custom. Its chief effect is to impose a hardship on the man of moderate means, who cannot compete with the man with a "roll" and receives service and attention graded according to the comparative munificence of his gratuity.

When legislation can combine the world's tippers, rich and poor into a solid, resisting, defiant army, or can inspire and preserve a haughty, scornful pride in the breasts of the servitors of creation, then tipping will cease. Human nature alone is guilty and it cannot be arrested and fined. Certainly its shortcomings will not result in prosecution of the Pullman Company when the California commissioner thinks it over.

Munitions of War? Why, the Very Ideal.

The Mexican is peaceful; the Mexican is kind. No thought of war and carnage could hit his gentle mind.

He would not loot a city; he would not burn a town; He would not raid a lonely ranch and shoot the peons down.

And when he gets those rifles we have let him have, he means To plant 'em in his garden patch to train up jumping beans.

The Mexican is placid; the Mexican is meek. If you should take a shot at him, he'd turn the other cheek.

He would not snipe our soldiers, and no argument at all Could make him send a Gringo to be shot against a wall.

And when he gets that powder that we've let him have, we know He'll plant it in his villa plots to see if it will grow.

The Doc has often told us that carnage isn't right; He says it's worse than wicked for any one to fight. And when he lets those cargoes of rifles sail away, It cannot be his judgment, for a second, went astray. He must have known the Greasers, when this turbulence shall cease.

Intend the guns as perches for the tranquil Dove of Peace.

J. J. Montague in New York American.

Huerta to Go Anyway.

The mediators have taken a step—just a step—in the proceedings at Niagara Falls. In the event of a form of settlement being reached and approved Cam Huerta will have no part in the selection of the individual or the junta upon which will devolve the thankless and probably brief task of governing whatever is left to govern from Mexico City.

The mediators are making progress—and so is Venustiano Carranza and so is Pancho Villa—New York Herald.

RAILROAD SURGEONS TO MEET.

Gathering of Railroad Surgeons Scheduled This Week Here.

Extensive preparations are being made for the twenty-fifth annual convention of the Baltimore and Ohio Railroad Surgeons' Association, which is to meet in this city next Thursday, Friday, and Saturday. The arrangements are in charge of a committee of which Dr. F. B. Loring, of this city, is chairman. The other members are Drs. W. P. Hazen, L. J. Battle, E. J. Dunning, A. C. Harrison, and J. R. Hunt.

The first session of the convention will be held at the Raleigh Hotel next Thursday morning at 10 o'clock, when prayer will be delivered by Rev. W. H. Lester, of Santiago, Chile, and the address of welcome will be made by Commissioner O. P. Newman. Mr. James A. Murray, assistant to the president of the Baltimore and Ohio, will welcome the surgeons on behalf of the company, the response being made by Dr. John Palmer, R. president of the association. The first morning session will be devoted to railroad safety, with an address by Dr. E. R. Scoville.

The session of the surgeons will consist of a night-seeing tour of the Capital, a trip to Mount Vernon, an informal reception at the Raleigh hotel on Thursday night, and a banquet on Friday night. Personal friends of the surgeons will also contribute to their entertainment while in the city.

WOMEN'S WORK AND WAGES.

Character Is Not Made by Law or Fixed Compensation.

There has been a good deal of discussion from time to time of late of the hardship of women's work in shops and factories, and the necessity of establishing a minimum "living wage" to protect the rights of young working women from ruin. Much of this talk is mawkish and foolish. No woman's virtue depends upon her income, and it is certainly as safe when she is working, even for poor wages, as when she is not working at all. A great many of the artificial limitations upon the earnings of women are placed outside of families than there formerly were, and for the most part they belong to families which need all the income they can get from the members able to work. Many young working women are not entirely dependent upon their own earnings and need no work to get an income of their own in excess of real needs to spend in their own way.

The variety of employments open to women who need it has been a boon to thousands of poor families who can live the better for it. For the female worker, the principle of the "living wage" is not a principle at all, but a proper condition and within proper limits is far better than idleness and a better safeguard for purity of life and character. It is a mistake, therefore, to even for girls and young women. While opportunities for work have multiplied under modern industrial conditions, the demand for labor has increased, and there is in many employments a keen competition for places. That is what determines the wages of labor, and the wages of labor are not determined by legislation. It is necessary to obtain it, and its cost enters into the expenses of their business and affects the prices which they must charge. Thus it comes back to people in the cost of living.

No doubt there are many hardships among people who work with their hands and arms, but the blame for every reason for ameliorating their condition so far as possible, and special consideration should be given to women workers, but the cause of the operation of economic principles. If they press for employment in excess of the demand for such labor as they can supply, the wages will be relatively low or a considerable proportion of them will be left without employment. If the rate of wages is arbitrarily advanced beyond requirements, fewer will be employed, and unemployment is worse than low wages. Everything practicable should be done to better the health and the character of working women, but character is not made by law or by anything that may be fixed as a "living wage." One of the saddest and most mischievous of all the things that are done to women is to insist upon a "living wage" which is not overworked. New York Journal of Commerce and Commercial Bulletin.

ARMY ORDERS.

Leave for six months granted Capt. Leo B. Smith, Coast Artillery Corps, Capt. Hartman, Infantry, Artillery Corps, placed on unpaid leave. Capt. E. J. Barrett, Infantry, Artillery Corps, placed on unpaid leave. Capt. E. J. Barrett, Infantry, Artillery Corps, placed on unpaid leave. Capt. E. J. Barrett, Infantry, Artillery Corps, placed on unpaid leave.

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PRESIDENT'S DILEMMA.

Stevenson in Politics.

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